



THE AUDIT OFFICE  
OF NEW SOUTH WALES

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## MEDIA RELEASE

### AUDITOR-GENERAL'S REPORT

#### Speed Cameras

Today the Auditor-General, Mr Peter Achterstraat, released his report on the Road and Traffic Authority's fixed, mobile and safety cameras.

"Overall, speed cameras change driver behaviour and improve road safety. Fixed speed cameras reduce crashes and speeding", Mr Achterstraat said.

"While the overall impact of speed cameras has been positive, 38 of the 141 fixed speed cameras need to be closely examined as they appear to have no significant road safety benefit. Other road safety measures may be needed for these sites", Mr Achterstraat said.

"I support RTA's plans to review and relocate these cameras if other more appropriate road safety measures can be used", he added.

"Speed cameras save lives. RTA should place them where they work; remove or replace them with other measures when they don't", Mr Achterstraat said.

"Speed cameras must be integrated with other road safety measures and regularly reviewed to take into account changing road conditions and driver behaviour", he added.

The audit found that:

- total crashes and injuries each fell 26 per cent, and fatalities fell by more than two-thirds, in the three years after the installation of fixed speed camera. Long term trends show that these reductions have been maintained
- the average number of speeding fines per fixed and safety cameras declines over time
- fixed and safety speed cameras were located in areas with high road safety risk.

RTA had a short timeframe to roll-out mobile cameras so it used sites based on former NSW Police locations. It has since identified other locations with higher crash numbers which it plans to use in the future.

It is too soon to determine the impact of safety and mobile speed cameras which were only introduced last year, although early results indicate that drivers are slowing down. Also all safety cameras will now detect people driving over the limit.

"Some members of the public view speed cameras as revenue-raisers only. We found no evidence that revenue is a factor in determining where to locate cameras", Mr Achterstraat said. "Revenue from speed cameras reduces the longer they operate", he added.

The RTA must be more transparent.

"If a camera is there to improve road safety, RTA must publically provide the information to support that decision", Mr Achterstraat said. "They need to publicise trends in crashes, revenue, and speeding or infringement data for each speed camera", he added

#### Further Information

For further information, or to arrange interviews please contact  
Barry Underwood, Executive Officer, on 9275 7220 or 0403 073 664; eMail:  
[barry.underwood@audit.nsw.gov.au](mailto:barry.underwood@audit.nsw.gov.au)

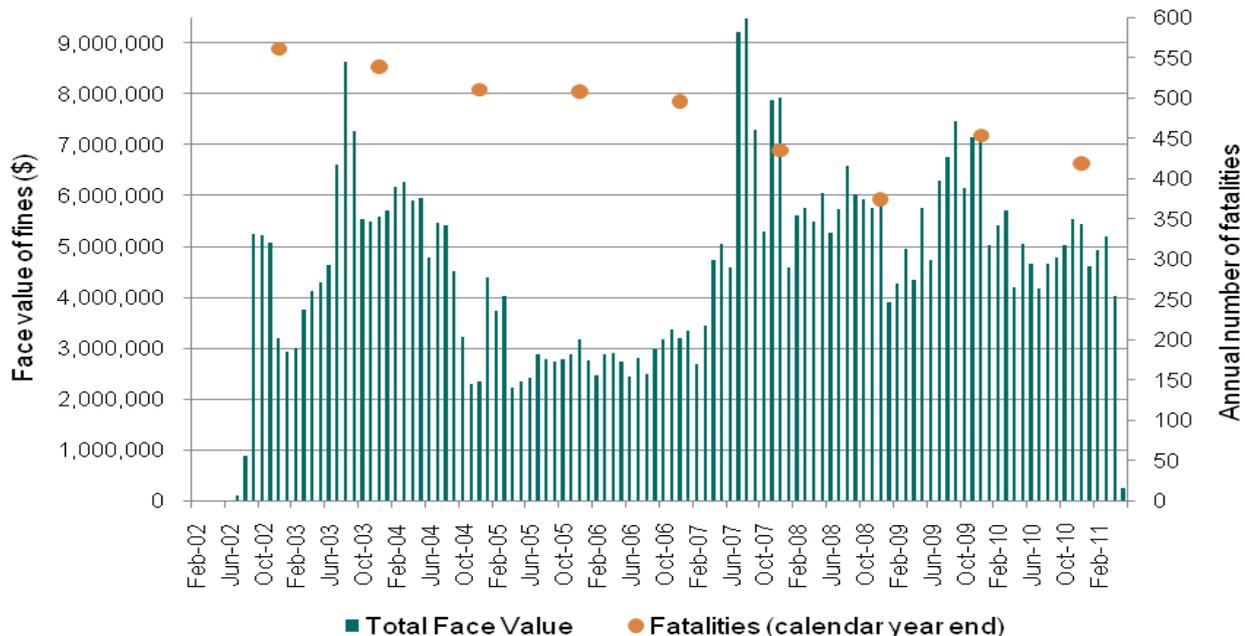
## Wider road safety issues raised during the audit

### Revenue-raising versus road safety

Despite some increases in the face value of fines, revenue from speed cameras in 2010 is basically the same as 2003. The number of deaths has declined despite the continued increase in traffic.

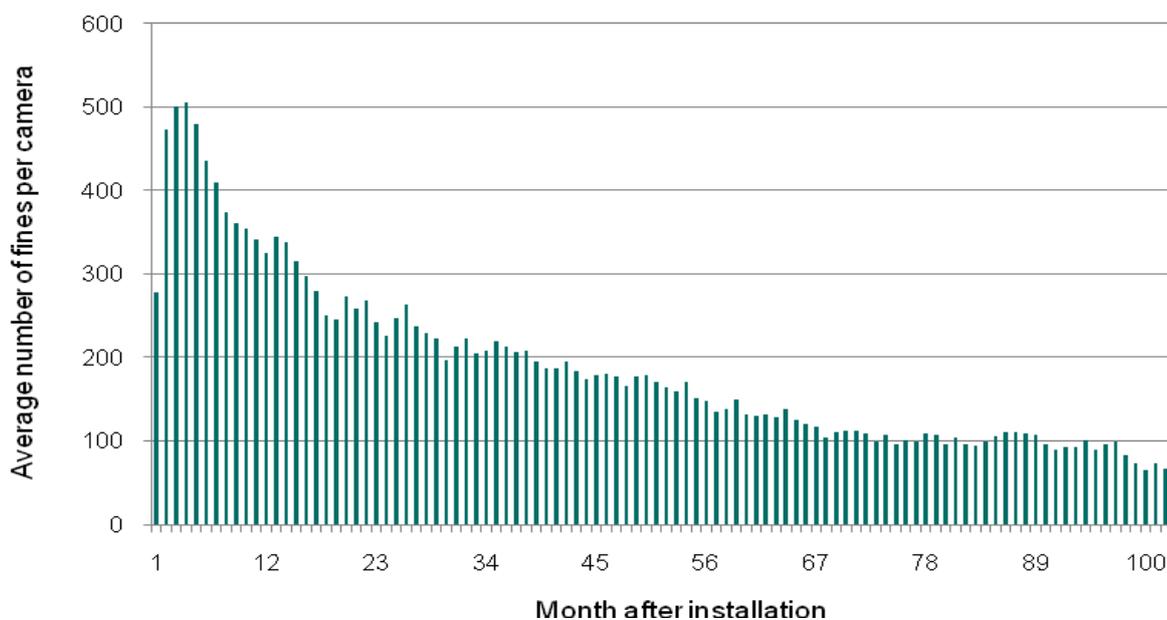
The average number of speeding fines per camera fell after cameras were installed.

### Total face value of fines for all speed cameras and total fatalities



Source: Audit Office analysis of fine data from the State Debt Recovery Office, Fatality data from RTA

### Speeding fines per camera following installation of fixed speed cameras



Source: Audit Office analysis of fine data from the State Debt Recovery Office

Note: Data includes fines from RTA, fixed, safety and mobile speed cameras. Most school zone fixed cameras were introduced in mid-2007. Safety and mobile cameras were introduced in mid-2011.

Details of fine revenue for each specific camera can be found at the Office of State Revenue website - click [here](#), then click on 'Number of fixed digital speed camera notices by office speed band' under Penalty Notices

## Insights and suggestions by the public and other stakeholders

Mr Peter Achterstraat, Auditor-General of New South Wales, praised the public for their input in this important review of speed cameras. Over 1,700 people responded to his public request for information on the speed cameras that most concern them, some with detailed comments both for and against cameras.

"I would encourage the Government to explore and test suggestions made by the public, particularly the speed camera lottery, the amnesty for first time low-range offenders at the 10 most problematic cameras and GPS restricted licences for habitual speeders", Mr Achterstraat recommended.

Some of the suggestions by the public and other stakeholders

Breaking the nexus between speeding and revenue raising	Speed zones and signage	Time taken to receive fines
Use a speed camera lottery, where 100 motorists each year, who are randomly photographed travelling within the speed limit could be sent a 'thank you' letter and a \$5 lottery ticket	Issue warning letters to first time offenders exceeding the speed limit by less than 10 km/h at certain sites	Reduce the time taken to issue speed camera fines
Have community service obligations instead of fines	Have better signage - less rapid and frequent changes in speed zones	Place greater emphasis on the police issuing infringement notices in person. Others have suggested that speed enforcement officers be used as a cheaper alternative to using frontline police officers
Rely solely on demerit points	Provide better opportunity for the public or community groups to voice concerns directly with RTA about confusing or obscured signs	Better use of technology eg illuminated signs after speed cameras or use GPS technology - to inform drivers they have been booked
Pay fines as a donation to a local charity, not to Government	Only turn particular cameras on when road conditions are hazardous.	Restrict the licence for speeders booked twice so they can only drive a car with a GPS which alerts them when they speed or approach an accident hot spot, and may also limit their speed.
Dedicate fine revenue to road safety improvements		
Have an independent organisation, not the RTA, decide how many speed cameras there should be and where they should be located.		

## Public survey feedback on speed cameras

### Statewide

Top 10 'of concern' in NSW	Top 10 'improving road safety' in NSW
1. M2 Tunnel-M2 Motorway, Terry Creek and Norfolk Road	1. Sydney Harbour Tunnel, Cahill Expressway and Warringah Freeway
2. Sydney Harbour Tunnel, Cahill Expressway and Warringah Freeway	2. M2 Tunnel-M2 Motorway, Terry Creek and Norfolk Road
3. Lane Cove Tunnel, Mowbray Road and the Pacific Highway	3. Bankstown, Hume Highway, Rookwood Road and Stacey Street (school zone)
4. F3 Freeway, Ourimbah, Dogtrap Road Overpass and Ourimbah Creek Road	4. F3 Freeway, Ourimbah, Dogtrap Rd Overpass and Ourimbah Creek Road
5. The Spit, Spit Road, Parriwi Road and Upper Spit Road	5. Lane Cove Tunnel, Mowbray Road and the Pacific Highway
6. Moore Park, Cleveland St, Anzac Parade and South Dowling Street (school zone)	6. Wollongong, Princes Highway, Mt Keira Road and Highway Ave (school zone)
7. F3 Freeway, Bar Point, Jolls Bridge and Mount White Exit Ramp	7. The Spit, Spit Road, Parriwi Road and Upper Spit Road
8. Mascot, General Holmes Drive, Foreshore Road and M5 East Motorway	8. Bulli, Princes Highway, Grevillea Park Road and Black Diamond Place
9. M4 Motorway, Wentworthville/Greystanes, between Coleman Street and Cumberland Highway Overpasses	9. Liverpool, Bigge Street, Elizabeth Drive and Campbell Street (school zone)
10. Auburn, Parramatta Rd, Harbord Street and Duck Street	10. North Parramatta/Oatlands, Pennant Hills Rd, Masons Dr and Suttor Avenue (school zone)

Source: Audit Office analysis of public survey results

For details of where each speed camera location was ranked [click here](#)

### In each RTA region

Top camera 'of concern'	Region	Top camera 'improving road safety'
M2 Tunnel-M2 Motorway, Terry Creek and Norfolk Road	Sydney/Blue Mountains	Sydney Harbour Tunnel, Cahill Expressway and Warringah Freeway
F3 Freeway at Ourimbah, Dogtrap Rd Overpass and Ourimbah Creek Road	Newcastle/Hunter	F3 Freeway, Ourimbah, Dogtrap Road Overpass and Ourimbah Creek Road
Princes Highway, Berry, Kangaroo Valley Road and Victoria Street	Wollongong/Illawarra	Wollongong, Princes Highway, Mt Keira Road and Highway Ave (school zone)
Hume Highway, Tarcutta, Tonja Settlement Road and Dellateroi Creek	Southern	Hume Highway, Tarcutta, Tonja Settlement Road and Dellateroi Creek
Pacific Highway, Macksville, Florence Wilmont Drive and Watt Creek	Northern/Pacific	Pacific Highway, Macksville, Florence Wilmont Drive and Watt Creek
New England Highway, Murrurundi, Bernard and Adelaide Street	Northern/New England	New England Highway, Scone, Eveleigh Circuit and Forbes Street

Source: Audit Office analysis of public survey results

	RTA proposed to relocate
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